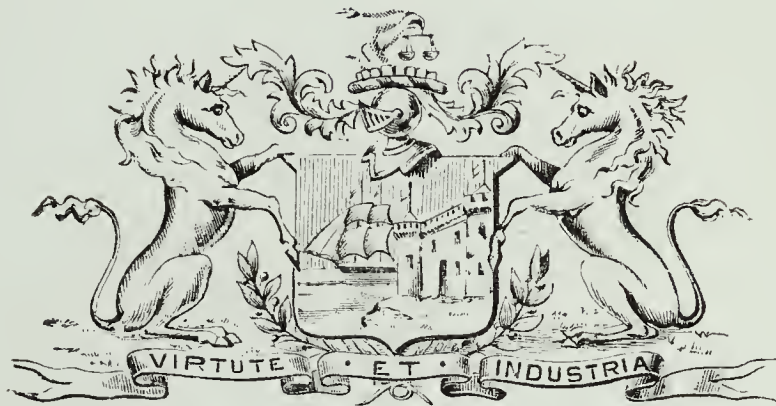


1895.



Bristol Port Sanitary District

ANNUAL REPORT

OF THE

Medical Officers of Health

AND OF THE

CHIEF PORT INSPECTOR OF NUISANCES.

FOR THE YEAR 1895.

—O—

Printed by order of the Port Sanitary Committee.

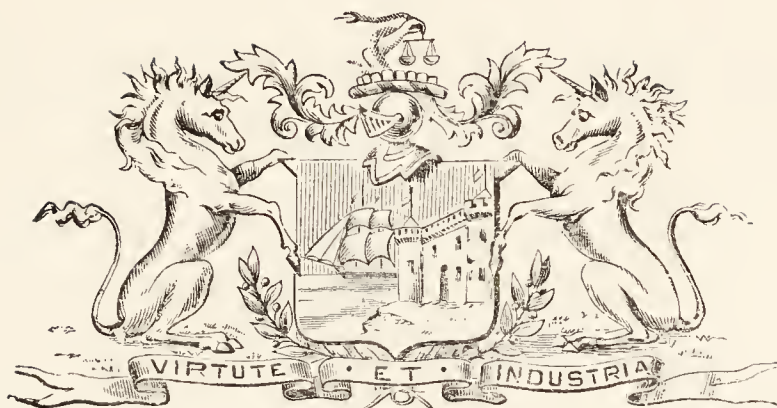
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BRISTOL PORT SANITARY DISTRICT.

Port Medical Officer of Health—

D. S. DAVIES M.D., D.P.H.

Assistant Port Medical Officer of Health—

J. C. HEAVEN, L.R.C.P., M.R.C.S., D.P.H.

*Assistant Port Medical Officers of Health (appointed
under the provisions of the Cholera Order)—*

C. W. J. BRASHER, M.R.C.S., L.R.C.P.

W. DOWSON, M.D., D.P.H.

ALF. N. GODBY GIBBS, M.R.C.S., L.R.C.P.

F. E. PEAKE, M.R.C.S., L.R.C.P.

Chief Port Inspector of Nuisances—

S. O. DIMOND, *Cert. Insp. San. Inst.*

Port Sanitary Inspector at Avonmouth—

A. DICKENS.

*Avonmouth Hospital Caretaker and Assistant Inspector
and Boatman.*

J. REX.

Caretakers on Hospital Ship.

C. EADE, T. L. PRESS.

Master of S.S. "Luath"—

GEO. JACKSON (*Holding Pilot's Certificate for Bristol
Channel*).

BRISTOL PORT SANITARY DISTRICT,

Report of the Medical Officers of Health and of the Chief Port Inspector of Nuisances, for the Year 1895.

TO THE CHAIRMAN AND MEMBERS OF THE
BRISTOL PORT SANITARY AUTHORITY.

March, 1896.

GENTLEMEN,

We beg to submit our Report for the year 1895.

PERMANENT CONSTITUTION OF PORT SANITARY AUTHORITY.

By Order issued by the Local Government Board on the 11th June, 1894, the Mayor, Aldermen, and Burgesses of the City of Bristol, acting by the Council, are permanently constituted as the Port Sanitary Authority for the Port Sanitary District of Bristol. This Order came into force on the 1st day of August, 1894.

Limits of Jurisdiction.

The jurisdiction of the Port Sanitary Authority extends to so much of the Port of Bristol as is comprised within the following lines, that is to say, a straight line drawn from the most westerly extremity of Swallow Point to the south western extremity of the common boundary of the Ports of Newport and Bristol, and a line drawn thence and following the boundary of the Port of Bristol to its termination at the site of the Severn Tunnel, together with the waters of the said Port of Bristol within such limits, and all islands, bays, harbours, rivers, creeks, and canals within the aforesaid limits.

These limits were shown upon a Map, issued together with the Medical Officers' Report for 1894.

The various Riparian Authorities contribute in the proportions following, towards expenses incurred by the Port Sanitary Authority—

| | |
|--|-------|
| The Urban Sanitary Authority for the City of Bristol | 80°/. |
| The Urban Sanitary Authority for Clevedon - | 2°/. |
| The Urban Sanitary Authority for Portishead - | 4°/. |
| The Rural Sanitary Authority for Barton Regis* - | 10°/. |
| The Rural Sanitary Authority for Bedminster† - | 4°/. |

TONNAGE FROM FOREIGN PORTS—arriving at Bristol Docks during 1895, (net register tons)

| | | | |
|----------|------------|-------------|-----------------------|
| Bristol, | Avonmouth, | Portishead, | Total for whole Port, |
| 532,780 | 164,749 | 37,959 | ... 735,488 |

GRAIN IMPORTS. §

| | | | |
|-------------|------------|-------------|----------------------|
| City Docks. | Avonmouth. | Portishead. | Total for whole Port |
| 2,527,939 | 488,075 | 311,032 | ... 3,327,046 |

General Inspection of Ships

Full details of the general inspection of vessels are contained in the Report of the Chief Port Inspector of Nuisances. (*See Page 16.*)

Cholera Precautions

A careful watch was continued through the Summer months of 1895 upon all Arrivals from Cholera-infected Ports and from suspected districts. The particulars of Medical Inspection are shown in the following table:—

* This contribution ceased on October 31st, 1895, when the Riparian portion of this District became part of the City of Bristol. (*Bristol Extension Act, 1895.*)

† Now the Rural Sanitary Authority for "Long Ashton."

§ For particulars of the European distribution of Cholera in 1893, see the Port Report of the Medical Officer for that year.

CHOLERA PRECAUTIONS, 1895.

TABLE showing particulars of Ships from Infected and Suspected Ports
Medically Inspected and visited in Kingroad or the River, during
the year.

| COUNTRY. | NAME OF PORTS. | Medically Inspected | Visited by Inspectors | Number of Persons Compos- ing Crews |
|---|----------------------------|------------------------|-----------------------------|--|
| Russia | Nikolaev | 4 | 7 | 168 |
| | Taganrog | 10 | 15 | 336 |
| | Novorossisk | 2 | 6 | 130 |
| | Odessa | 2 | 5 | 112 |
| | Mariupol | 2 | 3 | 65 |
| | Genitchi | 3 | 4 | 90 |
| | Sevastopol | 1 | 1 | 23 |
| | Archangel | 1 | 1 | 18 |
| | Tamruik | 1 | 1 | 29 |
| Asia Minor .. | Smyrna | 5 | 8 | 142 |
| India | Kurrachee | 3 | 3 | 69 |
| Cyprus | Limassol | 1 | 1 | 9 |
| Greece | Patras | 1 | 1 | 14 |
| Spain | Almeria, Valencia, etc ... | 4 | 4 | 67 |
| South America.. | River Plate Ports .. | 24 | 53 | 823 |
| Egypt | Alexandria | 6 | 6 | 133 |
| TOTALS ... | | 70 | 119 | 2228 |
| TOTALS— | | | | |
| No. of Ships Medically Inspected under the Cholera Order | | | | 70 |
| " " Visited " " | | | | 119 |
| " Persons Examined and dealt with ... | | | | 2228 |
| 18 of the Vessels Medically inspected were bound to the Port of Gloucester, and on 10 Ships Fresh Water Tanks were disinfected and emptied. | | | | |

PRECAUTIONS IN THE PORT OF BRISTOL.

The following Ports, being those treated as “suspected” in the Port of London, were from time to time scheduled in our Orders for inspection: they will serve to indicate the extent of Cholera prevalence during the year:—

From *June*, 1895—River Plate Ports, Persian Gulf, Red Sea, all Russian Ports and Black Sea.

In *July* reports were received of the extensive prevalence of Yellow Fever at Santos, Brazil: and a careful watch was kept against the possible introduction of this disease, which in the year 1865 did actually succeed in gaining an entrance into the Port of Swansea, and caused 15 deaths. The continuance of an unusually high summer temperature is, however, necessary to enable Yellow Fever to obtain any foothold in England.

Arrangements for Boarding and Medical Inspection in Kingroad.

The arrangements made to secure the inspection of all arrivals from suspected Ports, whether by day or by night, were exactly similar to those in force during 1893 and 1894.

The steam yacht “Luath” was on Cholera Service from July 15th until September 21st, and day and night inspection was carried out by your Port Medical Officers during this period.

The yacht stood the strain of constant work exceedingly well, and remained on duty until she met with an accident which necessitated her being docked for repairs. Fortunately this was not until the advent of the colder weather, when the danger of Cholera introduction was less pressing, and the rest of the inspection was performed at the river mouth in the open boat, with occasional help kindly rendered by the Customs boat and the Board of Trade launch.

Vessels Inspected under the Cholera Orders.

While no actual cases of Cholera were introduced into this Port during the year 1895, several vessels arrived from infected Ports, on which suspicious cases of Diarrhœa had occurred, calling for care in cleansing and disinfection.

Of the 70 vessels medically inspected under these Orders, 52 were bound to Bristol and 18 to Gloucester, thus about one quarter of the work entailed is done on behalf of Gloucester. A stated sum per vessel is paid to the Bristol Port Sanitary Authority, in view of the inspections made by their Officers; no addition has been made to the staff to meet the additional work of inspecting Gloucester vessels.

In our arrangements for 1896 it must be understood, as laid down in 1894 and 1895, that any Gloucester-bound vessels needing inspection under the Cholera Orders should be brought to by the pilot in charge, and a signal hoisted, as we cannot undertake to chase Gloucester boats across the Channel at the risk of missing our own arrivals. That is to say our arrangement must be clearly held to be this, that we undertake to board and deal with any vessels waiting or giving us reasonable facilities for inspection, and will give them a clearance certificate; any vessels arriving at Gloucester without such certificate must be dealt with at that Port by the Gloucester Authority.

We can detain vessels for inspection only under the Cholera Regulations; there is *no power of detention* for any of the home diseases.

Conference at Gloucester.

On July 8th a Conference was held at Gloucester, with the Chairman and Members of the Gloucester Port Sanitary Authority, for the discussion of the draft Local Government Board Order relating to the Inspection in Kingroad of Gloucester bound vessels. This Order was issued on 20th January, 1896.

Port Medical Inspection.

The Local Government Board has issued during the year the “ Reports and Papers on the Port and Riparian Sanitary Survey of England and Wales, 1893-94.”

In this Report Dr. BARRY points out the objects aimed at by the “ Medical Inspection of persons arriving on ship-board.”

These are—(i) the detection of persons *actually suffering* from Cholera, their isolation in hospital, and the disinfection of their infected things : (ii) the discovery of *sick persons probably suffering* from Cholera, and the isolation and watching of such persons ; and (iii) the *notification* at the earliest possible time, to the Sanitary Authority of the District whither apparently healthy persons arriving on shipboard are bound. In short, by this system, the actual and suspected cases only are dealt with, and the earliest warning given to the Inland Authorities as to possible cases.

Further on (p. 49) Dr. BARRY states :—

“ The duties of Medical Officers of Health under the
“ Cholera Orders have been very clearly set out in a
“ Memorandum drawn up by Dr DAVIES, the Medical
“ Officer of Health of the Port Sanitary Authority of
“ Bristol, and for the guidance of Medical Officers I
“ reproduce it here.” *

* This Memorandum was drawn up for the use of Medical Officers in Kingroad, in 1893. D. S. D.

CHOLERA REGULATIONS—PORT OF BRISTOL.

Under the General Cholera Order (28th August, 1890.)

On arrival of any ship **infected with Cholera**, or suspected by Officers of Customs or by Medical Officers of Health to be infected with Cholera :—

1. **Customs Officer** detains ship.
2. **Medical Officer** inspects within twelve hours.
3. If ship is infected, **Medical Officer** certifies accordingly.
4. **Medical Officer** then examines every person on board, certifies any person suffering from Cholera or Choleraic Diarrhœa, and removes to Hospital if condition admits of removal. If not, detains them for treatment on board ship.
5. **Medical Officer** certifies any persons suffering from disease which may prove to be Cholera, and detains them on board ship or hospital for two days.
6. Any other persons not so certified shall not land unless they satisfy the Medical Officer as to their name, place of destination, and address at such place.

Medical Officer forwards all such names and addresses at once to Medical Officer of Health of the district in which the place of destination is situate.*

7. **Medical Officer** causes the master of ship to take all measures to prevent spread of infection ; to destroy by fire, as may be necessary, infected articles ; and to secure proper disinfection of the ship and of any suspected articles.

Penalty for Contravention or Obstruction, £50.

* In the order this communication is to be made through the Clerk of the Authority, in practice the Notice is more conveniently sent direct from the Medical Officer.

Under the Supplementary Order (6th September, 1892):—

(a) When a ship is not “infected with Cholera,” but HAS PASSENGERS ON BOARD WHO ARE IN A FILTHY OR OTHERWISE UNWHOLESOME CONDITION, or has COME FROM A PLACE INFECTED WITH CHOLERA.

1. **Medical Officer** certifies accordingly.
2. **Medical Officer** examines persons on board, obtains names and addresses and forwards as before.

(b) When the **Medical Officer** has reason to believe that any ship is INFECTED WITH CHOLERA OR HAS COME FROM A PLACE INFECTED WITH CHOLERA.

1. He directs the bilge water to be pumped out before the ship enters any dock or basin.
2. He directs all casks or tanks on board containing WATER FOR THE USE OF PERSONS ON BOARD TO BE EMPTIED, AND THE CASKS OR TANKS TO BE CLEANSED.

Penalty for contravention or obstruction, £50.

In the detailed Reports of Port District Inspections, full particulars are given of the constitution of the District, of the methods of work, and of the efficiency of the work performed, which is classed variously as “very good” and “highly efficient.”

Cholera.

On Friday, 3rd May, 1895, the S.S. “Edendale,” carrying wheat from Villa Constitucion, Rosario and La Plata, River Plate, S. America, arrived at Kingroad on the mid-day tide, and was boarded and examined the same afternoon. A fireman, J. Gerstman, 30, was taken ill on the 18th March, 1895, and died on the 20th March, with symptoms of Cholera. He had been ashore, and Cholera is present in the River Plate towns. The body was cremated, the clothes destroyed, and disinfection carried out by the

Medical Authorities at the Lazaretto of Marten Garcia, River Plate. No further sickness occurred on the homeward voyage of 44 days. On arrival the vessel was again disinfected, the water discharged, and the ship cleared.

On May 19th, the S.S. Samara arrived at Avonmouth from Rosario, while there, on April 4th, the Chief Engineer sickened of Cholera and was taken to the shore hospital where he died on April 5th. The vessel was disinfected by the Authorities, and left Rosario on April 9th. On arrival the vessel and the deceased man's effects were disinfected, the water discharged, and the ship cleared.

Enteric Fever.

On June 6th, the S.S. Victoria arrived in Kingroad from River Plate, viâ S. Vincent, with a general cargo, grain, and sheep, the dung of these latter being very offensive. On arrival the Mess Room Steward, 17, was found to be convalescent from Enteric Fever, and was admitted to the Port Hospital.

Another man on board had suffered during the voyage from suspicious symptoms, but he appeared to be well on arrival and proceeded home. No other sickness occurred on the ship.

Yellow Fever. On request of Capt. DENT, R.N., Superintendent of the Mercantile Marine Office at Avonmouth, on June 14th, 1895, the effects of two men on board the S.S. Melanope, on which a fatal case of yellow fever had occurred in a Brazilian port, were destroyed.

Arrival of Vessels having Manure on Board.

In consequence of the arrival on June 20th of the S.S. "Boston City," having manure on board from animals which had been discharged at another port; and the nuisance occasioned by the unshipment of the manure at Prince Street Bridge, in the City, representations were made to the Docks Committee, who passed the following Resolution—

“RESOLVED. That it is inexpedient to allow vessels that
“have discharged their Cattle at another port to enter
“these Docks with Dung and Litter on board, and that the
“Haven Master’s attention be called to this with the view
“of preventing a recurrence.” The Committee also re-
quested that immediate notice of the arrival of such vessels
should be given to the Haven Master, and orders have been
issued to this effect. There is no power in the hands of the
Sanitary Authority to “detain ” any such vessels.

We are, Gentlemen,

Your obedient Servants,

D. S. DAVIES, M.D.,
Port Medical Officer of Health.

JOHN C. HEAVEN,
Assistant Port Medical Officer of Health.

REPORT OF THE CHIEF PORT INSPECTOR,
For the Year 1895.

PORT SANITARY OFFICES,
40 PRINCE STREET, BRISTOL,
February, 1896.

*To the COMMITTEE
of the Bristol Port Sanitary Authority.*

GENTLEMEN,

I beg to hand you a Report of Port Sanitary Inspection of Ships, carried out by your Inspectors during the year 1895, in regard to the duties imposed by the provisions of the Public Health Act, Section 10, relating to Nuisances, which provides that any ship or vessel that shall be within the District of a Local Authority shall be subject to the jurisdiction of that Authority as if it were a house within such District: also those imposed by the Act of 1885, Sections 120 to 126, and 126 to 133, relating to Infectious Disease, Removal to Hospital, Disinfection and Cleansing found necessary on any such ship either from Foreign or Coastwise.

Under the Nuisance Sections, the principal duties relate to the provision of ventilation, lighting, and proper sanitary conveniences, the removal of foul deposits and preventing ingress of foul effluvium to living spaces, the securing of prompt repairs to leakages affecting such, and as far as possible the keeping of the Crew Spaces clean, habitable, and provided with proper drainage for the removal of water entering these places.

The requirements have been carried out with a very fair measure of success, considering the limitations and difficulties imposed by the construction of sea-going vessels, as compared with dwelling places on shore.

In order to prevent the introduction of Infectious Diseases, Masters of vessels are required by the Regulations* to report to the Authorities any case of such disease that has occurred on their vessels, and to facilitate this the Inspectors stationed at Avonmouth visit and speak all vessels entering the River from Foreign Ports, also Coastwise vessels when found necessary, and information is immediately forwarded to the Medical Officer of any case, or doubtful case, so found or reported.

After arrival in the Docks, these vessels are again visited and enquiries made, also a printed notice is given to the Master, or Officer in charge, to report any infectious case that may occur during the time the vessel remains in Port, and the various living spaces are carefully examined in detail in respect of any insanitary conditions that may exist. When the Steam Launch is on service, the Inspectors make both day and night inspections in Kingroad or the Channel, and this work is extended, in regard to Cholera, to Gloucester-bound vessels, by arrangement made with that Authority.

General Inspection.

The various Docks are visited daily as required, and the result of the Ship Inspections made are as follows :—

1,390 ships were inspected in detail, and of these 284 were found to have one or more sanitary defects affecting the Crew Spaces.

Of the number inspected, 1,243 were British ships, and 147 belonged to various Foreign owners; 563 came from Foreign Ports, and the remaining 827 from Coastwise Ports.

* See Appendix A.

Of the 563 ocean-going ships, 181, or 32·1 per cent.—an improvement of 10 per cent. as compared with 1894—were found with one or more sanitary defects existing on board : whereas of the 827 coasting vessels examined it was found that only 103 or 12·4 per cent.—an improvement of 1 per cent. on 1894—had nuisances to be dealt with, thus showing a difference of nearly 20 per cent. in favour of coasting vessels ; again the general results show a satisfactory improvement over the previous year's returns, and point to the general improvement, noted in previous reports, being steadily maintained : and, as the old type of ships are replaced by new ones of better design, this difference should be much reduced, but on account of the different conditions ocean-going ships have to encounter, there must always be considerable difference between these and coasting vessels.

The living space accommodation in ocean-going vessels is much greater than in coasters, and the weekly system, by which each member of the crew has to provide his own provisions, which have to be stored in the small space (often only 72 cubic feet to each person) allotted for living and sleeping, a system much practised in coasting vessels, seldom comes under notice in ocean-going vessels.

The aggregate number of vessels found with nuisances existing, *i.e.* 284, equal to 20·4 per cent. of the ships inspected, compares favourably with the previous year's work, when 24·4 per cent. was the proportion of ships with insanitary conditions on board, and these defects mostly arose from the same cause noted in other years, *viz.* :—want of systematic cleaning of spaces appointed to the use of the crews, leakages through decks and fittings through straining and stress of weather, and defective construction.

The total nuisances found on these 284 ships numbered 285 on sea-going ships, and 103 on coasters, a total of 388 nuisances (which is 108 less than those found in 1894), and these consisted of 248 foul or dirty forecastles or other

living spaces, 2 unlighted forecastles, 14 with defective ventilation, 2 foul bilges, 6 cases in which W.C.'s communicated with adjoining living spaces, 10 with foul or defective water closets, 11 having unlined iron plates over sleeping bunks, 58 with leakages of some kind affecting the various crew spaces, also 37 having drinking water of doubtful quality or dirty tanks containing it, and 4 cases of dilapidation of fittings.

Foul and dirty forecastles are again found to be the chief cause of complaint, but this state of things could be much improved if the masters would insist on having a clause inserted in the Articles of Agreement (as they are entitled to do) requiring the men to keep their living spaces in proper order and condition, or become liable to a fine under the Regulations approved by the Board of Trade.

14 cases of defective ventilation were noted, being 5 more than in the previous year. These arose mostly from broken fittings and apertures being plugged or fastened, instead of the necessary flanges and cowls being provided.

Open waterways or defective bulkheads between water closets and living rooms were found in six cases only, which is three less than in the previous year.

Damp living spaces caused by condensation on unlined iron surfaces, were noted in 11 cases, and this is the cause of much just complaint by crews during the winter months, and in the summer from excessive heating through the uncovered iron plates becoming so hot with the sun's rays that the interior air becomes unduly heated.

It must, however, in justice be stated that the majority of ship owners since their attention has been called to the matter by the various Sanitary Officers, have lined the plates immediately over the sleeping bunks in such places, and some have entirely lined them, by which the comfort of the men has been much enhanced, but if a wooden deck

or other non-conducting material were laid over such iron decks as suggested in the Board of Trade Instructions, and the iron sides of the interiors were lined with wood placed close to the plates with a thin layer of cement asphalte, or other material between so as to form a solid mass and prevent air and moisture getting to the plates and causing rust, and if this were made a compulsory condition, much or all this trouble would be removed and the health and comfort of the crews much improved.

Leakages affecting crew spaces were found in 58 cases, or nine less than in 1884, and arose from the usual causes, *i.e.*, stress of weather, straining, wear and tear, and sometimes want of proper repair.

Vessels for drinking water were attended to, and emptied and cleaned where necessary.

In order to get these nuisances remedied, it was necessary to serve 58 written notices, and give 226 verbal notices, total 284, and of these 263, or 92·6 per cent. were known to be complied with, the remaining 21 applied mostly to owners who elected to do the repairs at home or in other Ports, and it is most probable these notices were complied with, but until they return I have no positive information: and in this respect I beg to thank the Port Sanitary Officers of various Ports, especially those in the Bristol Channel, for giving me information as to the carrying out of required repairs done in their districts under notices of this Authority.

This system, I think, should be extended as fully as possible.

556 revisits were required to see that the above mentioned notices were complied with.

Cholera Precautions.

In this respect 781 vessels, 99 of which were bound to the Port of Gloucester were visited in Kingroad or the

River, and all the necessary steps relating to disinfection, discharge of doubtful drinking water taken in at infected or suspected Ports were carried out in 37 cases, viz. disinfection and discharging overboard in 27 cases, and emptying and cleaning in 10 others; and all necessary enquiries and inspections were made under the directions of the Medical Inspectors on duty.

In this work the "Luath" was put on duty on July 15th, and the duties were continued on day and night tides until September 21st, on which date she was accidentally stranded, and was not again available during the year.

Previous and subsequent to these dates the work was carried on by means of the row boat, as usual, at the mouth of the River, but it is found impossible to do the work in Kingroad and the work for Gloucester satisfactorily by this means alone.

Steam Launch "Luath."

In the early part of the year she was engaged in tender work to the Ship Hospital with coals, water, stores, etc., when required, and she was thoroughly overhauled, painted and repaired by the crew and the Ship Hospital carpenter, and outside help was only required in respect of the engines and some iron work repairs.

Since the accident she has been cleared out, and is now being put in thorough order, under the supervision of Lloyd's Surveyor.

Ship Hospital "Margarida."

All repairs, cleaning, painting, re-mooring found necessary during the year have been carried out by the regular staff assisted by the men belonging to the "Luath," and she is kept ready to receive patients at any moment.

Port Sanitary.

TABLE A.

SHIP INSPECTION AT BRISTOL, AVONMOUTH, PORTISHEAD, AND KINGROAD, DURING THE YEAR 1895.

Showing particulars of such Inspection, the Action taken, and Results

FOREIGN.

| 1895 | Description of Ships. | | | British owned. | Foreign owned. | No. of Ships having Insanitary Crew Spaces. | Having Defective Lighting of Crew Spaces. | With Defective Ventilation. | With Rod. Edges or Deposits. | Having Oil or Paint Lockers or W.C.s connected with Crew Spaces. | With Poul or Defective Closets. | No. requiring lining of Iron Plates or sides in Crew Spaces. | With leakages into Living Places. | With bad or doubtful Water Supplies or Dirty Tanks. | Overcrowding or Diapitiation | Total sanitary defects. | No. of Verbal Notices complied with. | No. of Verbal Notices in abeyance. | No. of Written Notices complied with. | No. of Written Notices in abeyance. | No. of Ships visited or spoken in King-road or River. | No. of revisits to enforce compliance with Notices. | No. of Persons coming aboard or ships death with. |
|-------|-----------------------|--------|----------|----------------|----------------|---|---|-----------------------------|------------------------------|--|---------------------------------|--|-----------------------------------|---|------------------------------|-------------------------|--------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|---|---|---|
| | Port of Sailing. | Steam. | Sailing. | | | | | | | | | | | | | | | | | | | | |
| Jan. | From Foreign | 40 | 8 | 36 | 12 | 15 | ... | 3 | ... | ... | 1 | 2 | 16 | 2 | ... | 39 | 17 | 1 | 4 | 1 | 44 | 33 | 364 |
| Feb. | do. | 24 | 1 | 23 | 12 | 9 | 1 | 3 | ... | 1 | 1 | 3 | 6 | ... | ... | 24 | 4 | 1 | 1 | 1 | 37 | 17 | 467 |
| Mar. | do. | 32 | 9 | 34 | 17 | 17 | 1 | 1 | ... | 1 | 1 | 1 | 9 | ... | 2 | 32 | 11 | 2 | 6 | 1 | 44 | 31 | 793 |
| April | do. | 30 | 13 | 29 | 14 | 14 | ... | ... | ... | 1 | 1 | 2 | 6 | 2 | ... | 27 | 9 | 1 | 5 | 1 | 47 | 21 | 751 |
| May | do. | 36 | 9 | 34 | 11 | 7 | ... | 1 | ... | 1 | 1 | 1 | 2 | ... | ... | 14 | 7 | 1 | 1 | 1 | 41 | 18 | 898 |
| June | do. | 37 | 15 | 30 | 22 | 9 | ... | ... | 1 | ... | 1 | 1 | 2 | 8 | ... | 23 | 7 | ... | 3 | ... | 53 | 31 | 977 |
| July | do. | 50 | 13 | 51 | 12 | 18 | ... | 1 | ... | 2 | ... | ... | 4 | 7 | 1 | 23 | 11 | ... | 4 | ... | 89 | 25 | 1142 |
| Aug. | do. | 38 | 19 | 39 | 18 | 8 | ... | 2 | ... | ... | 2 | 1 | 2 | 16 | ... | 31 | 12 | ... | 1 | ... | 121 | 39 | 1079 |
| Sept. | do. | 44 | 17 | 42 | 19 | 14 | ... | 2 | 1 | ... | ... | ... | 1 | 1 | ... | 19 | 15 | ... | 2 | ... | 110 | 38 | 1170 |
| Oct. | do. | 29 | 12 | 32 | 9 | 11 | ... | ... | ... | ... | 1 | ... | 2 | ... | ... | 14 | 11 | ... | 1 | ... | 50 | 28 | 702 |
| Nov. | do. | 29 | 6 | 30 | 5 | 9 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | 15 | 12 | 1 | ... | ... | 50 | 14 | 732 |
| Dec. | do. | 39 | 13 | 37 | 15 | 19 | ... | ... | ... | ... | 2 | ... | 2 | 1 | ... | 24 | 12 | 4 | 2 | ... | 55 | 23 | 987 |
| Total | | 428 | 135 | 417 | 146 | 150 | 2 | 14 | 2 | 6 | 10 | 11 | 54 | 37 | 3 | 285 | 128 | 12 | 36 | 5 | 741 | 318 | 10562 |

COASTWISE.

1895

COASTWISE.

| | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-----------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-------|
| Jan. | Coastwise | 13 | 60 | 73 | ... | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 | 4 | 1 | 2 | ... | 2 | 13 | 311 |
| Feb. | do. | 12 | 59 | 71 | ... | 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 | 8 | ... | 1 | ... | 14 | 18 | 324 |
| Mar. | do. | 7 | 35 | 42 | ... | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7 | 6 | ... | 1 | ... | ... | 16 | 194 |
| April | do. | 6 | 45 | 51 | ... | 14 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15 | 11 | 1 | 3 | ... | ... | 42 | 213 |
| May | do. | 17 | 72 | 89 | ... | 13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 13 | 8 | ... | 5 | ... | 3 | 34 | 394 |
| June | do. | 15 | 65 | 80 | ... | 14 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15 | 14 | ... | 2 | 1 | 5 | 34 | 385 |
| July | do. | 8 | 58 | 65 | 1 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 2 | ... | ... | ... | 10 | 5 | 286 |
| Aug. | do. | 16 | 63 | 79 | ... | 11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 11 | 11 | ... | ... | ... | 3 | 29 | 349 |
| Sept. | do. | 13 | 46 | 59 | ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 4 | ... | 1 | ... | 1 | 14 | 247 |
| Oct. | do. | 17 | 77 | 94 | ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7 | 6 | 1 | ... | ... | ... | 13 | 445 |
| Nov. | do. | 7 | 39 | 46 | ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 4 | ... | 1 | ... | 1 | 9 | 203 |
| Dec. | do. | 13 | 64 | 77 | ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 5 | ... | ... | ... | 1 | 11 | 362 |
| Total | Coastwise | 144 | 683 | 826 | 1 | 98 | ... | ... | ... | ... | 4 | ... | 1 | 103 | 83 | 3 | 16 | 1 | 40 | 238 | 3713 | | |
| | Foreign | 428 | 135 | 417 | 146 | 150 | 2 | 14 | 2 | 6 | 10 | 11 | 54 | 37 | 3 | 285 | 128 | 12 | 36 | 5 | 741 | 318 | 10562 |
| Grand Totals | | 572 | 818 | 1243 | 147 | 248 | 2 | 14 | 2 | 6 | 10 | 11 | 58 | 37 | 4 | 388 | 211 | 15 | 52 | 6 | 781 | 556 | 14275 |

Summary.

Number of Ships Visited in Kingroad or River to prevent importation of infectious disease ... 781
 Number of Ships Inspected in detail at Bristol, Avonmouth, and Portishead Docks ... 1390
 Number of Ships on which disinfection was carried out ... 31
 Number of revisits to enforce compliance with Notices ... 556

Total Inspections, Visits, etc. ... 2758

Port Hospital, Avonmouth.*Patients treated, year 1895.*

| | | CASES ADMITTED. | DISCHARGED CURED. |
|-------------------|-----|--------------------|----------------------|
| Enteric Fever ... | ... | 2 | 2 |
| Scarlet Fever ... | ... | 5 | 5 |
| | | — | — |
| | | 7 | 7 |

This Hospital had not been painted for some years, and it was found necessary in order to keep it properly preserved, that the whole of the exterior and some of the interior portions should be cleaned and painted.

This work has been well carried out by the crew of the “Luath” assisted by the Hospital Ship carpenter, and all necessary repairs have been made by them, and the roof is now receiving attention by masons of the Surveyor’s Department. This work has incurred no extra expense beyond that for materials.

I am, Gentlemen,

Your obedient Servant,

S. DIMOND,

Port Inspector of Nuisances.

Port Sanitary.
SHOWING PROGRESSIVE WORK OF SHIP INSPECTION SINCE INSTITUTED.

| Year. | Number of Ships Inspected | CONDITION. | | | NOTICES. | | Percentage of work known to be done. |
|--------------------|---------------------------------|------------|-----------------|---|----------|----------------|--|
| | | Good. | Unsatisfactory. | Percentage having one or more Defects. | Served. | Complied with. | |
| 1885 (4 months) | 191 | 109 | 82 | 43 per cent. | 82 | 34 | 41 per cent. |
| 1886 | 722 | 577 | 145 | 20 per cent. | 186 | 85 | 45 per cent. |
| 1887 | 1461 | 1073 | 388 | 26 per cent. | 388 | 270 | 69 per cent. |
| 1888 | 1371 | 1072 | 299 | 22 per cent. | 313 | 206 | 66 per cent. |
| 1889 | 1339 | 995 | 344 | 25 per cent. | 391 | 303 | 77 per cent. |
| 1890 | 1224 | 874 | 350 | 28 per cent. | 386 | 314 | 81 per cent. |
| 1891 | 1322 | 950 | 372 | 28 per cent. | 439 | 366 | 83 per cent. |
| 1892 | 1265 | 1004 | 261 | 21 per cent. | 317 | 289 | 91 per cent. |
| 1893 | 1211 | 998 | 213 | 17½ per cent. | 222 | 204 | 92 per cent. |
| 1894 | 1594 | 1204 | 390 | 24 per cent. | 390 | 359 | 92 per cent. |
| 1895 | 1390 | 1106 | 284 | 20·4 per cent. | 284 | 263 | 92·6 per cent. |

The Vessels unaccounted for left the Port and have not been seen since, but there is reason to think the required work has been done in most cases. It is the custom of many ship owners to get repairs done at loading ports, and those so done cannot be added to our returns for want of definite information.

Port Sanitary.

TABLE C.

Infectious Diseases on Ships during the year 1894.

| 1895 | Name of Ship. | Where from. | Nature of Disease. | No of Cases | Died. | No. Recovered | REMARKS. |
|-----------------|-----------------------|---------------|---------------------|-------------|-------|---------------|---|
| May 3rd | "Edendale" S.S. | River Plate | Cholera | 1 | 1 | 0 | Forecastle and patients' room, and fresh-water tanks cleaned, fumigated and disinfected. |
| May 19th | "Samara" S.S. | Rosario | do. | 1 | 1 | 0 | Living space cleaned, disinfected and fumigated, and water tanks emptied and disinfected. |
| June 6th | "Victoria" S.S. | do. | Enteric | 1 | 0 | 1 | Patient removed to Port Hospital, and the ship disinfected. |
| June 21st | "Boston City" S.S. | River Plate | do | 1 | 0 | 0 | Patient landed at Deptford; ship was cleaned down and disinfected under Notice. |
| July | "Hym" | do. | do. | 1 | 1 | 0 | One of the crew died on the passage; Captain had taken precautions; ship went on to Gloucester. |
| Aug. 13th | "Annie" | Villa Colonia | Yellow Fever | 4 | 4 | 0 | Ship disinfected and clothing destroyed; no further cases on home passage. |
| Sept. 12th | "Ethelburga" | River Plate | Small-Pox | 1 | 0 | 0 | Disinfection carried out at Buenos Ayres; officers and crew vaccinated. |
| Other Diseases. | | | | | | | |
| July 5th | "Joshua Nicholson" | | Malarial Fever | 1 | 0 | 0 | Landed the case at Gibraltar, on the home passage. |
| July 28th | "Thos. Turnbull" S.S. | Alexandria | do. | 1 | 0 | 1 | The patient was recovering on arrival; water tanks emptied. |
| Aug. 30th | "Bessie Jose" S.S. | River Plate | Dysentery | 5 | 4 | 1 | Patients were attended to in Shore Hospital at Rosario; water tanks emptied on arrival. |
| Sept. 4th | "Pallion," S.S. | Glenitchi | Diarrhoea | 2 | 0 | 2 | Patients convalescent on arrival; usual disinfection of water tanks done. |
| " 5th | "Heptarchy" S.S. | Favea | Malarial Fever | 1 | 0 | 1 | Usual steps taken. |
| " 12th | "Rydal Fell" S.S. | Spain | Cramp and Diarrhoea | 2 | 0 | 2 | Water tanks emptied and disinfected. |
| " 22nd | "Lucina" | Rosario | Gastric Fever | 1 | 0 | 0 | Ship proceeded to Gloucester with patient. |
| " 23rd | "Eros" S.S. | Nikolaev | Diarrhoea | 1 | 0 | 1 | Patient had recovered; water tanks disinfected. |
| " 27th | "Lundy" S.S. | Nikolaev | do | 1 | 0 | 1 | do. do. |

Port Sanitary.

TABLE D.

Return of Cases of Sickness reported to have occurred during the voyage,
or found on arrival in Port.

| 1895. | Small Pox. | Cholera. | Enteric Fever. | Fever and Ague. | Yellow Fever. | Diarrhoea. | Dysentery. | Influenza. | Scurvy. | Veneral Diseases. | Rheumatism. | Phtisis and Tubercu- losis | Heart Diseases. | Lung Diseases. | Gastric Fever. | Disease of Liver. | Hernia. | Urinary Diseases. | Accidents. | | | | |
|-------------|------------|----------|----------------|-----------------|---------------|------------|------------|------------|---------|-------------------|-------------|-------------------------------|-----------------|----------------|----------------|-------------------|---------|-------------------|------------|---|---|---|---|
| January ... | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | 1 | 1 | - | - | - | - |
| February... | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| March ... | - | - | - | - | - | - | - | - | 1 | 2 | - | - | - | - | - | - | - | - | 1 | - | - | - | - |
| April ... | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| May ... | - | 2 | - | - | - | - | - | - | - | - | 1 | - | - | 1 | - | - | - | - | - | - | - | - | - |
| June ... | - | - | 2 | - | - | - | - | - | - | - | - | 2 | 1 | 2 | - | - | - | - | - | - | - | - | - |
| July ... | - | - | 1 | 1 | - | - | - | - | - | - | - | 2 | - | 2 | 1 | - | - | - | - | - | - | - | - |
| August ... | - | - | - | 2 | 4 | - | 5 | - | - | - | - | - | - | 1 | - | - | 1 | 1 | - | 1 | - | - | - |
| September | 1 | - | - | 1 | - | 7 | - | - | - | - | - | - | 1 | 2 | 1 | 1 | 1 | - | - | - | - | - | - |
| October ... | - | - | - | 1 | - | 1 | - | - | - | - | - | - | - | 1 | - | 1 | 1 | - | - | - | - | - | - |
| November | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| December | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - |
| TOTALS ... | 1 | 2 | 3 | 5 | 4 | 8 | 5 | 1 | 1 | 2 | 1 | 4 | 2 | 9 | 2 | 2 | 4 | 1 | 1 | 2 | - | - | - |

ANNUAL REPORT OF CANAL BOAT INSPECTION FOR THE YEAR 1895.

TO THE COMMITTEE OF THE
BRISTOL URBAN SANITARY AUTHORITY.

GENTLEMEN,

1.—I beg to hand you a report of Canal Boat Inspection, and the results obtained during the year 1895, as required by Section 3 of the Act, which provides that every Sanitary Authority in whose district a Canal is situated shall annually report to the Local Government Board as to the execution of the Acts of 1877 and 1884 and Regulations made thereunder, and the steps taken to carry out the provisions of the same.

The Inspector appointed visits most of the waters of the Port daily, carries on the work in conjunction with Port Sanitary duties, and is remunerated in connection therewith.

2.—During the year, 100 Canal Boats were inspected, and of these 73 were found to have complied with the regulations, and on 27 boats various contraventions were found.

Owing to the effects of the hard frost in the early part of the year, and to a transition period as regards a large number of boats, from one Company to another, some of the Canal Boats about this time were allowed to somewhat deteriorate, but since the middle of the year improvement has taken place, and with but few exceptions the 43 boats that trade in this district are in satisfactory or passable condition.

Women and children, as in previous years, were rarely seen on Canal Boats in the District, only two having women and one with children being met with.

3. (A)—*Registration.*

All the boats visited were registered, but certificates were not forthcoming in all cases.

(B)—*Notification of Change of Masters.*

None were given, as this is not a Registration Authority.

(C)—*Absence of Certificates.*

Certificates had been mislaid in 3 cases, but 2 have since been found, and the Owner in the other case has been instructed to apply to the Authorities for a new one.

(D)—*Defective Marking*

Was found in 3 instances, and the necessary steps were taken to get this remedied, and I have received information that the Notices have been complied with, except in one case, which is now being dealt with.

(E)—*Overcrowding.*

No case came under notice.

(F)—*Separation of Sexes and Partitions.*

No infringements were seen.

(G)—*Cleanliness.*

The boats were found in a satisfactory condition generally.

Ventilation.

All were provided with the usual ventilating openings.

(H)—*Painting.*

Painting of interiors of cabins was required in 7 boats.

Dilapidations

Occurred also in 7 boats, mostly in respect of defective bottoms causing excessive leakage.

(I)—*Provision of water vessels.*

One boat was found without the usual vessel and was re-supplied under Notice.

(J)—*Bilge Water Removal.*

Infringement in one case only was noted.

Pumps.

Pumps were not supplied in 7 instances. Masters of new and sound Boats aver they do not require them.

(K)—*Notification of Infectious Diseases.*

One case of Scarlet Fever was reported by the Master of the boat "Rose."

(L)—*Refusal to admit Inspector.*

None of any kind.

4.—*Legal proceedings.*

None were found necessary.

5.—*Notices.*

Ten written Notices were given, of which 6 are known to be complied with, in 3 I have received information the work has been done, and 1 is now being dealt with.

Verbal Notices.

Minor infringements were dealt with this way successfully in the remaining cases.

6.—*Infected Boats.*

Two boats were disinfected, "Caroline" and "Rose" in connection with the Scarlet Fever case referred to.

7.—*Detentions for Disinfection and Cleaning.*

The above mentioned boats were detained one day

I am, Gentlemen,

Your obedient Servant,

S. O. DIMOND,

Inspector of Canal Boats.

Confirmed,

D. S. DAVIES, M.D.,

Port Medical Officer of Health.

Appendix A.

REGULATIONS made by the PORT SANITARY AUTHORITY for the PORT of BRISTOL and approved by the LOCAL GOVERNMENT BOARD, for the Removal to Hospital of persons brought within the Port by any Ship or Boat who are infected with a dangerous infectious disorder.

In these regulations the expression “The Port Sanitary Authority” means the Mayor, Aldermen, and Burgesses of the City of Bristol, acting as the Port Sanitary Authority for the Port of Bristol. The expression “The Port of Bristol” means so much of the Customs Port of Bristol as lies between the Eastern Boundary of the Customs Port at Aust, in the County of Gloucester, and the Boundary between the Parishes of Walton-in-Gordano and Clevedon, in the County of Somerset, together with the waters of the said Port within such limits, and the place for the time being appointed for the mooring or anchoring of Ships for such part of the said Customs Port under any Regulations for the prevention of the spread of diseases issued under the authority of the statutes in that behalf; and the expression “dangerous infectious disorder,” means any of the following diseases:—

DIPHTHERIA

ERYSIPELAS

MEASLES

SCARLATINA

SMALL POX

TYPHOID OR ENTERIC
FEVER

TYPHUS FEVER

The expression “Ship” includes a Boat; and the expression “Medical Officer of Health” includes any legally-qualified Medical Practitioner acting for such Officer.

Every Master or other person having charge of a Ship arriving in the Port of Bristol, on Board of which Ship there shall be any person suffering from a dangerous infectious disorder, shall within four hours of the Ship passing Portishead or being moored or anchored there, give notice to the Medical Officer of Health of the Port Sanitary Authority, at the Hospital of the said Authority at Avon-

mouth, that there is on board the Ship a person suffering from a dangerous infectious disorder: or, if after the Ship shall have passed Portishead, a dangerous infectious disorder shall appear on such Ship, then he shall as soon as practicable afterwards give notice to the Medical Officer of Health of the Port Sanitary Authority, at the Office of the said Authority at No. 51 Prince Street, Bristol.*

The Medical Officer of Health to whom notice is given as aforesaid, shall as soon as practicable visit the Ship and ascertain whether the person referred to in the notice is suffering from a dangerous infectious disorder, and if in the opinion of the Medical Officer of Health he is, and he can properly be removed, and proper accommodation can be provided for such person in one of the Hospitals, to which the Port Sanitary Authority are entitled to remove patients, the Master or other person having charge of the Ship shall forthwith cause such person to be removed to Hospital according to the directions of the Medical Officer of Health.

Any Master or other person having charge of a Ship arriving in the Port of Bristol, and failing to perform any duty imposed on him by these Regulations shall be liable to a penalty not exceeding Forty Shillings.

As witness the common seal of the Mayor, Aldermen, and Burgesses of the City of Bristol, this Twelfth day of December, 1888.

The common seal of the Mayor, Aldermen and Burgesses of the City of Bristol, }
was hereunto affixed in the presence of }

D. TRAVERS BURGESS,

Town Clerk of Bristol.

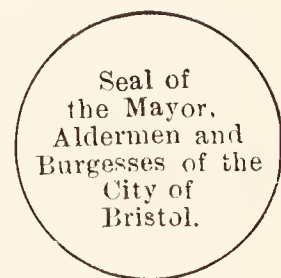
Approved by the Local Government }
Board this thirty-first day of December, }
One Thousand Eight Hundred and }
Eighty-Eight. }

CHARLES J. RITCHIE,

President.

HUGH OWEN,

Secretary.



* Now 40 Prince Street.



